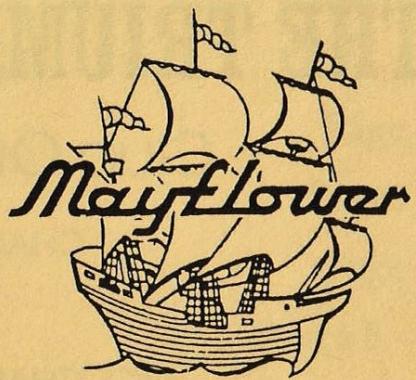
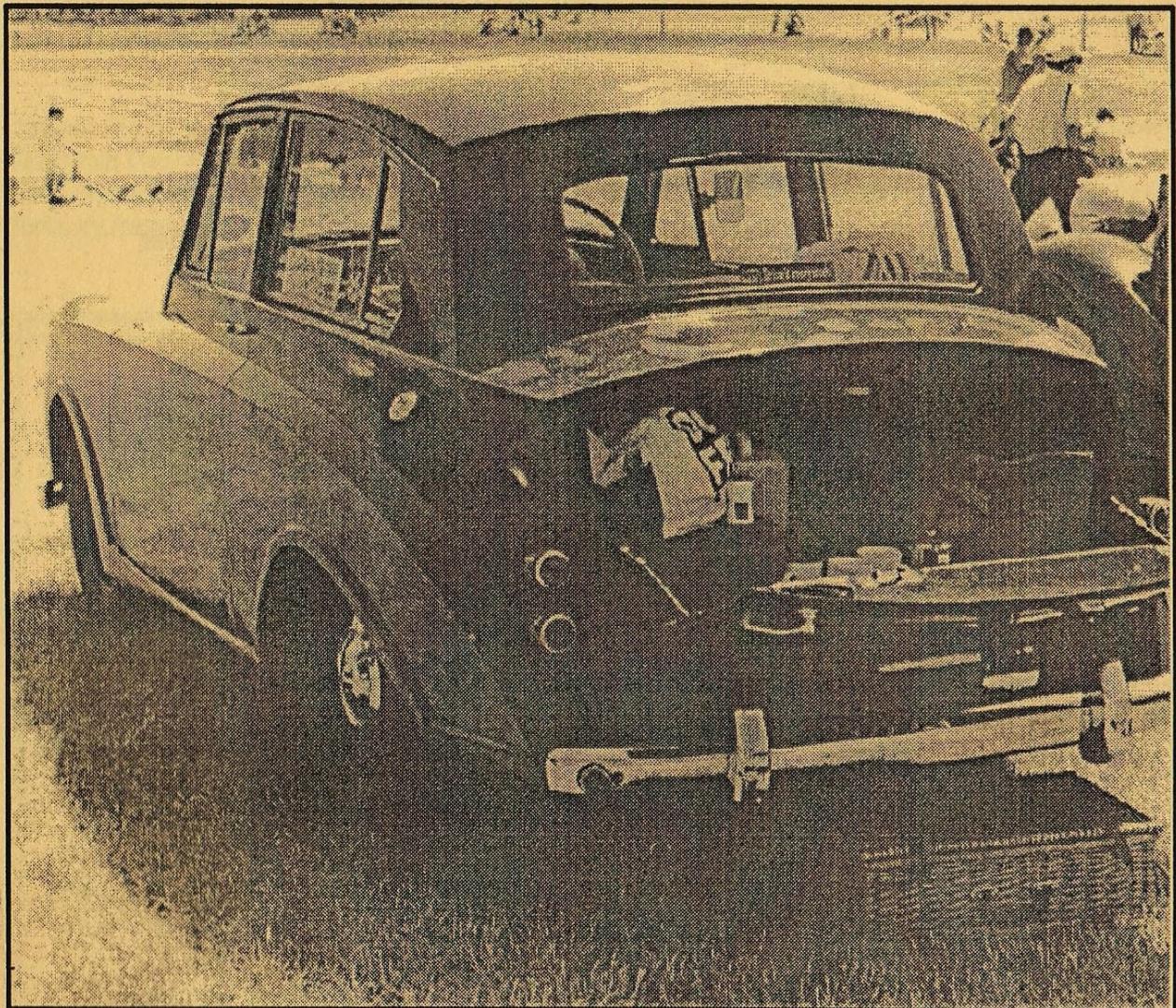


Triumph Mayflower Club



Worldwide Membership

SUMMER ISSUE 2000 No. 96



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

Club Officials for 2000-2001

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ORDINARY MEMBER No. 1 No. 2 No. 3 No. 4

Tony Thorpe
Forbes Alexander
David Miller
Paul Norton

When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope

Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day

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WITH EMBROIDERED MAYFLOWER LOGO

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ORDER FROM THE SPARES SECRETARY

(Cheque with order please, made payable to Triumph Mayflower Club. Add £2 per garment for P&P)

Editorial

Silver year

THE YEAR 2000 has arrived and the hangovers are hopefully long gone. Just another year for many, but a special year none the less.

More importantly this year is the 25th anniversary of the Triumph Mayflower Club.

The committee hope to see as many members as possible, with or without Mayflowers, at the National Rally at Bletchley. Let's try and get at least 25 Mayflowers at this special event to make it one to remember!

Magazine

Flower Power is the main vehicle of communication for many members of the club due to the vast geographical spread of membership.

Without your letters and contributions the magazine becomes the mad ramblings of Phil and myself. We, indeed the Club, need your contributions relating to your Mayflower travels, how you have overcome a technical or mechanical problem, rallies and events you are going to, how you are coping with lead substitutes (or not!) and suggestions etc.

It is very hard to put together a magazine without your input. Help us to make *Flower Power* the tool it is intended to be — your window on the Mayflower world!

WANTED PETROL TANK

in good condition

Contact:
Roger Curtis
(843)

TELEPHONE:
01458 443318
(Somerset)

I'm tempted to write about how spring is passing into summer here in the UK but I'll stop myself.

In Australia, Canada, Europe, Japan, New Zealand, the USA, etc, you have your own seasons and no doubt tire of hearing about ours in the UK (don't the Brits just love their weather!).

Write in and let the club know of your news and views from overseas. Your contributions are needed and valued as much as those of UK members.

We are a worldwide club so let's hear about any Ute restorations in Australia or unusual import modifications etc to your country.

Mayflower book

STEPHEN COULMAN recently met up with John Bath of the Razoredge Club and Tony Beadle, editor of Triumph World, at the Heritage Center, Gayden.

The basis for a book on the Mayflower, Renown and Roadster was agreed and a day's initial trawl of the Triumph archives was undertaken.

Some surprising and interesting pre-production plans for the

Mayflower were found along with developments during the Mayflower's life that never made it into production.

I can't tell you any more so you will have to wait for the book to be published!

Have you any photographs etc of the Mayflower that may be worthy of consideration for inclusion in the book?

Does your Mayflower have an electric clock? Are the numbers on your dials red? Please contact Stephen (see inside cover)

Website

PHIL BENSON continues to develop and expand the Club website. If you are not on the Internet it is worthwhile visiting your local library or 'cyber cafe' for a browse. Visit www.triumphmayflowerclub.com

Those of you with access to the Internet may submit your letters etc to *Flower Power* via the website for inclusion in the next issue using Word. Phil welcomes suggestions and ideas for the site.

The website is another way in which the club continues to grow and expand its services for members. If you have any other ideas for promoting the club and its activities contact a committee member - it's your club so have your say!

Triumph Razoredge 25th Anniversary Rally

SUNDAY 16th JULY
BROUGHTON CASTLE
All Welcome

Secondhand spare parts

JIM SMETHURST has now fully retired as the Secondhand Spares Secretary.

Stephen Coulman has taken on the role of Secondhand Spares Co-ordinator and will attempt to 'marry' members wanting an item with a member selling the same from their own private stock.

Members are asked to write down and list the items they have in their own Mayflower 'spare

parts bin' and send it to Stephen (see inside cover) so that he may build up a data base.

This service has no charge and is intended to act as a swap shop for members. You are, of course, still invited to send in your sales and wants to *Flower Power* for maximum coverage.

If you contact Stephen by phone please do so between 20:00 and 21:00 hours GMT Monday to Friday. If Stephen is unavailable please leave a message on the answer phone.

Mayflowers in museums

THE CLUB has records of members cars, past and present, as it is important that we try and keep 'tabs' on the numbers of Mayflowers on the road, under restoration or those only suitable for spares etc.

It should be interesting to see how many Mayflowers there are in museums around the world.

Members are accordingly asked to send a photograph and/or details of any Mayflower they find in a museum to *Flower Power*. It is a shame that the Heritage Center at Gayden have not thought fit to acquire a Mayflower for display.

TRIUMPH MAYFLOWER **SPARE PARTS CATALOGUE**

**180 Pages of
Parts Details with
Drawings and
Numbers**

Available from the
Spares Secretary
at £10.50

Annual general meeting

*Alumwell Junior School
Sunday 26th March 2000*

PRESENT: Howard Pryor, Phil Benson, John Oaker, John Gogay, Peter Benfield, Tony Thorpe, Tony Booth, Dave Miller, Maurice Wilkes, Paul Norton, Stephen Coulman.

Apologises: Terry Gordon, Peter Burdge, Reg Varney, Jim Smethurst.

The Chairman (Peter Benfield) welcomed everyone to the AGM and thanked John Oaker for the use of Alumwell Junior School once again. The Minutes of the 1999 AGM were proposed and seconded as a true record.

Chairman's Report

Once again I should like to thank the committee members and other club members who have made the journey for our AGM.

1999 was a most enjoyable and successful year for the club beginning with a wonderful weekend in the Cotswolds — an excellent evening dinner at the New Inn Hotel in the pretty village of Lechlade on the Saturday evening followed on the Sunday morning with a convoy of

Mayflowers making their way to Burford Wildlife Park.

Our rally date had been brought forward from the traditional mid July to the weekend of Sunday 20th June and we were joined in a combined rally by members of the Renown, Roadsters and Pre-1940s Clubs.

In all 18 Mayflowers were present with some newcomers bringing their cars for the first time. Some of the cars had their own special points of interest — an air speedometer, an automatic Redex attachment (engine cleaner/octane booster) to the steering column, a quite original water filtering attachment, an almost complete original tool roll together with the rare sight of original rubber floor covering.

Light refreshments and tombola were also provided adding to the occasion. The afternoon passed all too quickly leaving club members little time to view the other three clubs participating.

For the first time we had a special planning meeting in November 1999 to consider how we could make the year 2000 a very special one and this gathering produced many new ideas which we hope to put into practice at the annual rally at Bletchley Park, once again in late June and also once again with the three sister Triumph Clubs participating.

Publicity in major magazines helps to promote the image of our

FLOWER POWER

car and the February edition of *Triumph World* produced an excellent article entitled "Quick Box", detailing Dave Miller's engine conversion — informative, well-written and illustrated with some excellent photographs.

We are grateful to Dave for his cooperation with *Triumph World* (see Dave's letter in this issue of *Flower Power* - Ed).

Further publicity has also recently been given by Howard Pryors presence at the Alexandra Palace London Classic Motor Show with his immaculate Mayflower NLO 739.

This is an exceptional honour for our club and to give a whole weekend standing and talking to complete strangers even from as far afield as Sweden is no mean effort and illustrates Howard's devotion to our cause — many thanks to Howard for his efforts.

We now have an exciting and challenging year ahead — a programme appropriate to the year 2000 and I look forward to club members to support the events arranged for their enjoyment.

I must conclude with my own personal thanks to our committee members. I feel it is a privilege in this year after 50 years since the introduction of the Mayflower model and in the 26th year of the Triumph Mayflower Club, to hold the office of Chairman.

I would like to thank all the officials of the club who I feel do a

wonderful job — we have a special vehicle with a rarity value, an outstanding magazine in *Flower Power* and coupled with excellent spares support, I feel we are well equipped to move forward into the next century.

Secretary's Report

When I inherited this job from Terry Gordon seven years ago in 1983 there were 147 members. Membership peaked in 1997 at 167 and today (31/3/00) it stands at 151.

This year 113 of last year's 144 members rejoined, 12 former members rejoined, 20 new members joined and the six Honorary memberships were renewed, giving a total of 151.

The membership is broken down as follows: UK and Ireland 119; USA and Canada 21; Australia and New Zealand 2; Europe 3.

It was proposed and seconded that the annual membership fee remain at £20 regardless of where members live.

Treasurer's Report

Accounts for the year ending 29th February 2000.

CLUB ACCOUNTS

| 1998/1999 | Receipts | 1999/2000 |
|-----------|----------------------|-----------|
| 1395.37 | Bank balance B/F | 2012.44 |
| 24.22 | Cash balance B/F | 24.22 |
| 2617.53 | Subscriptions etc. | 2654.26 |
| 42.96 | Interest | 7.80 |
| 00.00 | Back number services | 00.00 |
| 168.20 | Rally receipts | 61.44 |
| 4248.27 | Total income | 4760.19 |
| 1998/1999 | Payments | 1999/2000 |
| 1580.00 | Flower Power | 1940.00 |

FLOWER POWER

| | | |
|---------|---------------------|---------|
| 40.00 | AGM | 32.51 |
| 178.40 | Officers expenses | 93.56 |
| -10.00 | Spares Loan refunds | 10.00 |
| 336.36 | Rally expenses | 259.66 |
| 41.85 | Subs FHBVC | 40.77 |
| 2211.61 | Total expenditure | 2439.24 |

| | Bank | Cash | total |
|-----------------|---------|-------|---------|
| Opening balance | 2012.44 | 24.22 | 2036.66 |
| Receipts | 2723.53 | 0 | 2723.53 |
| Payments | 2540.24 | 0 | 2540.24 |
| Closing balance | 2195.73 | 24.22 | 2219.95 |

Final Secondhand Spares Secretary Report

I am unable to attend the AGM this Sunday and so I am submitting a written report (presented by Stephen Coulman).

It has been another quiet year. Maybe there aren't many projects on the go at the moment. The financial situation is as follows:

| | |
|---------------------------------|--------------|
| Starting balance | 320.80 |
| Income | 143.20 |
| Bank interest Sept 98 - Sept 99 | 3.95 |
| | Total 467.95 |
| Expenditure | 19.12 |
| Closing balance | 448.83 |
| Cash in bank | 419.98 |
| Cash in hand | 28.85 |
| | Total 448.83 |

It was agreed that due to Jim's retirement from the committee and the deletion of the Secondhand Spares Secretary position that the above account be transferred to the New Spares Secretary.

The committee sent their thanks to Jim for all his hard work over the years on behalf of the membership. Members should now contact Stephen Coulman with regard to secondhand spares in his role of Spares Co-ordinator.

Spares Secretary Report

John reported that nearly £2,000 had been spent on remanufacturing parts including door badges, quarterlight rubbers, valve guides and exhaust gaskets.

John reported that the supplier of new cylinder head gaskets had died and that a new supplier needed to be found. If members have any suggestions they should contact John direct.

The grease seal for the water pump is being sourced or possibly remanufactured.

The collection of new spares collected by Ron Haggars over the years has been purchased by the Club for £2,500 leaving the New Spares Account balance at £50. However, £300 worth of sales took place at the AGM and the sale of the spares to members will boost funds back to a working level.

Details of some of the spares purchased from Ron Hagger appeared in the last issue of *Flower Power*.

FLOWER POWER

Please send in your
articles on
Restorations
Rally Visits
Technical Hints, etc

All these items make our
magazine more interesting

*Sent to the Editor
Phil Benson*

Phil Benson stated that he felt that the purchase of the Ron Hagger's spares should have been put to the full committee first. It was explained that there was a degree of urgency to purchase the spares and Phil's comment was noted.

Editor's comment: There is no doubt that John acted in the best interest of the Club with regard of the purchase of Ron Hagger's spares, especially in the light of the rarity of many spares. Do you have any comments on this or any other decision made by your committee?

Accounts for the year ending 29th February 2000:

Income

| | |
|-----------------------------------|---------|
| Sale of spare parts | 4553.88 |
| Bank interest | 3.18.00 |
| Difference of expend. over income | 1833.52 |
| | 6390.58 |

Expenses

| | |
|-----------------------------|------------------|
| Purchase of spare parts | 4943.98 |
| Stamps/carriage | 913.45 |
| Rent | 300.00 |
| Packaging/tape/printing etc | 233.15 |
| | 6390.58 |
| | 1999 2000 |
| Deposit account | £456.91 £460.09 |
| Current account | £2347.46 £510.76 |
| | £2804.37 £970.85 |

Rally Secretary's Report

This is the club's 25th anniversary year and all club members are urged to attend the celebratory rally, with or without their Mayflowers, at Bletchley Park, Milton Keynes, Buckinghamshire on Sunday 25th June.

Once again the rally is being held in conjunction with the

Razoredge, Roadster and Pre-1940 Triumph clubs.

There is to be a celebratory cake provided by the Peter Benfield and refreshments will be available from a NAFFI van. There will be the usual tombola prizes etc.

There is much for members and their families to see and do at Bletchley. This is where the German Enigma code was broken during the Second World War and there are numerous displays and museum exhibits to see including the Churchill Collection, military vehicles and uniforms as well as the house and the grounds.

There is a model railway and model boat lake. Guided tours take place every hour. There is a cafe and licensed bar.

Members should display their pass (back page of this edition) upon entry to obtain a reduced entry fee of £3.50 for driver and one passenger.

Additional passengers will be charged the concession fee of £3.50 each, normal entry fee is £4.50 per person.

Bletchley park is about 4 miles (mostly dual carriageway) from junction 14 of the M1 motorway and may also be reached via the A5 (north and south) and from the west via Bicester on the A421 or Aylsebury on the A418/A4146.

It had been hoped to replicate the display put on by Standard Triumph when the Mayflower was launched by having a Mayflower

on a revolving turntable as a centerpiece.

Unfortunately the cost of hire or manufacture of a turntable was prohibitive. Howard may have secured an illuminated 5-foot diameter globe and this may now form the centerpiece.

Terry Mills, Reg Varney and Derek Goodyear — co-founder members of the Triumph Mayflower Club — will be in attendance as guests of honour.

Members attending will receive a certificate and there will be the usual concours, non-concours, top five Mayflowers, and most original Mayflower (George Jeary award) awards.

This year there will be a new award for all members attending in their Mayflowers, regardless of it's condition.

An award will be presented for the Mayflower turned out in period guise to be called the Back Seat Memorabilia award.

Members are asked to present their Mayflower as if it had just been parked back in the 1950s, e.g. period maps, magazines, acces-

sories, or whatever the owner feels appropriate. Who is going to turn up in a de-mob suit?

Howard reported that the Mayflower Club had hosted the last Triumph Forum at the Jarvis International Hotel at Hemel Hempstead. It had only cost the club £5 to stage this event.

Election of Committee Members

There were no names put forward to stand on the committee for the year 2000/2001 and none of the present committee members expressed a wish to stand down and so the existing committee were voted back in en-masse.

The committee wishes to remind *ALL* members that the Mayflower Club is run by members for the membership and that they are always seeking ideas and suggestions.

Anyone who is a fully paid up member can stand on the committee or express a view or opinion in *Flower Power*, the AGM or any other club meeting. It's your club so have your say!

LOOSE-LEAF WORKSHOP MANUAL

Price £19.00

Available from the Spares Secretary

Letters

Dash knobs

Dear Editor,

I have recently stumbled on a number of dash knobs. These are the panel light and wiper switch knobs, the starter and choke being different.

They are original and perfect and cannot be replaced. Two are needed per car. I will sell them at £15 (plus postage and packing) each. All proceeds will go to our much-needed Spares Fund.

They will be sold via the Spares Secretary, so hurry and get your order in, on a first come first served basis, while stocks last for this never to be repeated offer.

*Happy Mayflowering,
Howard Pryor, 551*

(I've seen the knobs in question and can vouch for their new condition - Ed)

Attending rallies

Dear Editor,

Here is a list of car rallies that I will be attending this year with my Mayflower. If anyone else is interested in going please can they contact me on 01527 575651 so we can park together and display club information etc.

Bromyard Gala (Country show and steam rally) — 1st and 2nd July; Webbs of Wychbold (Garden Centre) — 27th August; Malvern

Autojumble — 30th September and 1st October; Severn Valley Railway — 8th October; Gloucs Warks Railway — 14th and 15th October.

Paul Norton, 462

(If other members write to Flower Power, as Paul has, even if it's for one rally/event, Mayflowering may not be such a lonely thing in the future and you could make many new friends within the club - Ed)

Dodington Park

Dear Editor,

Thanks for the Spring issue of *Flower Power*, another fine issue. It was good to read of the Club's very first rally at Dodington Park, especially as it was my first attempt at organising.

I'm told it was a success by the standards of the 1970s. If I can remember rightly we had eight Mayflowers, a couple of pre-war Standards and a motley of other vehicles, including a 1911 Swift two seater, which is still on the road.

The main point of this letter is to inform you that you won't be able to go back to Dodington as it is no longer owned by the Codlington family and is not open to the public.

It is an absolute waste of 700 acres of lovely country estate and house, being sold off in a divorce settlement.

FLOWER POWER

I am hoping to be at Bletchley Park on June 25th if the dear 'old girl' can be MoT'd in time! Perhaps we'll follow Peter Burdge up!

Cheers for now. Keep up the good work

All the best to you and the Club.

*Reg Varney, 3
32 Mackie Road, Filton
South Gloucestershire BS34 7NA*

(Reg was a co-founder member of the Triumph Mayflower Club in 1975 and it is through his hard work, and others, that the club exists at all. Peter Burdge, like Reg, played an important role in the birth and success of the club. His Mayflower has a Herald engine - Ed)

Dod II

Dear Sir,

Re Dodington Park, I have to tell you that I doubt if another rally could be organised at Dodington. Although it used to be

open to the public, the Codringtons had to sell it several years ago.

I believe it was bought by a builder who proceeded to live in it, but closed it to the public.

I think my car won the concours at the 1976 rally there, although to look at it now you'd never believe it.

*Yours sincerely, Peter Burdge, 20
The Limes, Tickenham Hill
Tickenham, Clevedon
North Somerset BS21 6SW*

Happy birthday

Dear Sir,

On my birthday I was delighted to receive a card featuring eight Triumphs, one of which was a splendid Mayflower.

Members may be interested to learn that this card is produced by Medici, London NW8 6JZ.

*Yours sincerely, Diane Payne (794)
Soulmount, 3 Fowlers Hill
Salisbury, Wiltshire SP1 2JF*

For Sale

Two Mayflowers

One complete tatty car that runs but needs work and one that is complete but stripped down

TT29806DL, RKK 141- 18/5/53 and

TT31622DL, BF959A (was PTV57) - 28/4/53

John Nash — 01202 481251
Heddington, Somerset

Conversion to run on a Herald engine and gearbox

by David Miller

Those of you who subscribe to the magazine *Triumph World* will no doubt have seen Dave Miller's (833) excellent red Mayflower featured in edition No. 30 February/March 2000 under the title of 'Quick Box'. Dave has kindly written a few details on the conversion he undertook. Anyone who requires more specific information should contact Dave on 01773 821996.

Remove old engine, gearbox, propshaft etc after, of course, removing the bonnet, radiator, grille, etc.

Hang Herald engine and gearbox in the appropriate position

The club has just had the
**EXHAUST
GASKET**
 (Part No. 32301)

manufactured

To get these made at a reasonable price we had to have a large number. Please help the club by purchasing a spare gasket

Contact the Spares Secretary

(with gear lever removed) and connect the Mayflower propshaft after changing the front flange to a Herald one to get the position of the engine correct.

The engine can be aligned by using a bar through the starting handle aperture. Set the engine to the correct height, taking care not to damage the track rod.

You will now need to undertake the awful task of cutting the floor to allow the gearbox up. Fit a 'U' shaped cradle across the chassis utilising the existing captive bolts/holes.

For this I used $\frac{1}{4}$ inch stainless steel four inches wide. Using a combination of Mayflower and Herald engine mountings, set so the bottom of the mounting is flat, position the cradle so that it is touching the engine mountings, mark, drill and bolt.

Gearbox mounts can be made to suit. I used the existing cradle and made brackets as required. As the Herald requires a hydraulic clutch I fitted a Herald clutch master cylinder directly onto the bottom of the clutch pedal, facing backwards, bolted onto the chassis.

This makes topping up difficult but I have now fitted a remote reservoir.

As the exhaust manifold exits on the right side a length of flexible exhaust pipe was used to connect the original Mayflower exhaust system.

FLOWER POWER

The existing Mayflower bottom hose was shortened slightly and I used as the top hose. The bottom hose is presently in four sections and I'm currently looking for a suitable replacement.

I fitted the Herald starter and all the other ancillaries.

The Mayflower is now much more driveable and not such a hindrance in today's traffic. I have no idea of the top speed because

although the Mayflower speedo cable fits the Herald gearbox it reads about 8 mph slow. Cruising at about 60 mph is a nice speed.

No special tools were needed for this transplant except the hire of an engine hoist.

The pride

After the pride comes the fall, which was certainly the case for me!

FOR SALE 1952 MAYFLOWER

THE SPARES SECRETARY HAS DECIDED THAT
HE CANNOT KEEP TWO MAYFLOWERS!
AND IS SELLING HIS COMET BLUE MODEL

THE VEHICLE IS TAXED AND MoT TESTED

ONLY THE SECOND OWNER AND
ACQUIRED THE VEHICLE IN 1978 AND SPENT THREE
YEARS RESTORING IT

DAILY MAIL CONCOURS WINNER IN 1982

STAINLESS EXHAUST SYSTEM FITTED

EXCELLENT CHROMEWOKR

SALE DUE TO OWNER HAVING TO BUY
WIFE NEW THREE PIECE SUITE!!

PRICE IN THE REGION OF £2,500

PLEASE CONTACT JOHN GOGAY

TELEPHONE: 01322 221493 ANYTIME

After the feature in *Triumph World* I ended up with three free copies, one for the history file, one for the rear parcel shelf left open and one for my jacket pocket — just in case.

The one in my jacket pocket came in handy when a delivery driver came to my place of work and we started to chat about a very nice GT6 he had just bought. The conversation was on Triumphs ... *Triumph World* was mentioned and bingo! Out came my copy as quick as a flash! "I've already read it," he said.

The fall

One Saturday in early March we drove to the nearby town of Ripley to do some shopping and the 'Quick Box' suddenly turned into the 'Musical Box' with a pronounced whistling upon acceleration.

"Sounds like the head gasket," I think to myself whilst driving along. "Yes I have got a head gasket set at home," mentally planning the work ahead.

"About four hours should do it. Start this afternoon and finish it tomorrow — *no problem*."

The head seems a bit unwilling to come off so I decide to carry on with the job on Sunday and head off down the pub for a few jars and a game of darts.

Sunday morning. The head was so obstinate that I replaced the manifold, pushrods, the lot in fact. I put all the head nuts back on

loose and fired the engine up. A waste of time!

I got a bar on the trolley jack onto the bottom of the water pump and with both front wheels off the ground two inches beat the living daylights out of the block with a club hammer and a length of three by two. Waste of time!

To cut a long frustrating story short I ended having to buy another 1200 cc Herald engine from a breakers and put that in.

Even this had its problems. The engine mountings on the front plate were different and so I had to put the old front plate from the old Herald engine onto the new Herald engine.

Still, it all ended up okay and XSY 832 was given its first decent run to the AGM. There were no leaks, no smoke, tappets a little noisy but all seems reasonable.

I'm looking forward to the better weather and I will be attending the club rally at Bletchley and the Belper Vintage Event about two weeks prior to the rally.

YOU CAN
ADVERTISE IN
FLOWER POWER

*Just send your
advertisement to
The Editor*

Rally news

by Howard Pryor, Rally Secretary

IT SEEMS every year that I give you a big speech why you should attend the Annual Rally and try and drag all members to it.

Please take this as your personal invitation to attend. If you have not been before you do not know what you are missing! If you have, then like me you must be looking forward to it with great enthusiasm.

I have said many times before, please do not think that your car is not good enough every single Mayflower out there is very welcome. Every single member is also very welcome, with or without your car.

I sincerely believe we are the friendliest car club in existence so come and meet the friends you know and the friends you have yet to meet.

This year the club is 25 years old and to help us celebrate in style we have our founder members attending: Derek Goodyear, member No. 0; Terry Mills, No. 2; Reg Varney, No. 3; and Peter Burdge, No. 20.

These are the four longest subscribing members in the club and you may wish to come and meet them and thank them for what they started all those years ago. They in turn may wish to

thank all of us for carrying on their good work.

I hope by the time you read this I will have their agreement to do some judging in the non-cours and George Jeary awards.

Mrs George Jeary and her son Mike will also be attending and will judge our new Back Seat Memorabilia competition thought up by Phil Benson. This involves decorating your car's back seat (front as well if you wish) in whatever you think might be appropriate to the year of your car. (Queen's coronation for instance, 1951 my birth year!!! anything.)

Dinner and dance

There will be approximately 70 people attending the Saturday evening Dinner and Dance. There is still time, if you wish, to book in. Tickets are 21 guineas each (£21) and we have reserved an extra five rooms at the Furzton Lake Hotel (30 already taken) if you wish to stay the night. Rooms are £30 for single, double or family room (special rate for Triumph clubs), so please ring now.

If you intend coming to the rally would you please ring to book in (020-8440 8623) so that you receive your personalised Rally Certificate (those members who have booked into the hotel have already been allocated).

Bletchley Park opens at 10.30 am on the Sunday. For those staying at the hotel (or anyone wishing to join in) there will be a short road

run cavalcade leaving the hotel at 10.00 am sharp. Anybody attending could we please have some photographs for the magazine, it will be a magnificent site with up to 35 early Triumphs in convoy.

The cavalcade will be led by Eric Sambell of the Triumph Roadster Club (see map on page for route).

I will not say any more about Bletchley Park as this was covered in the last magazine.

Rally control

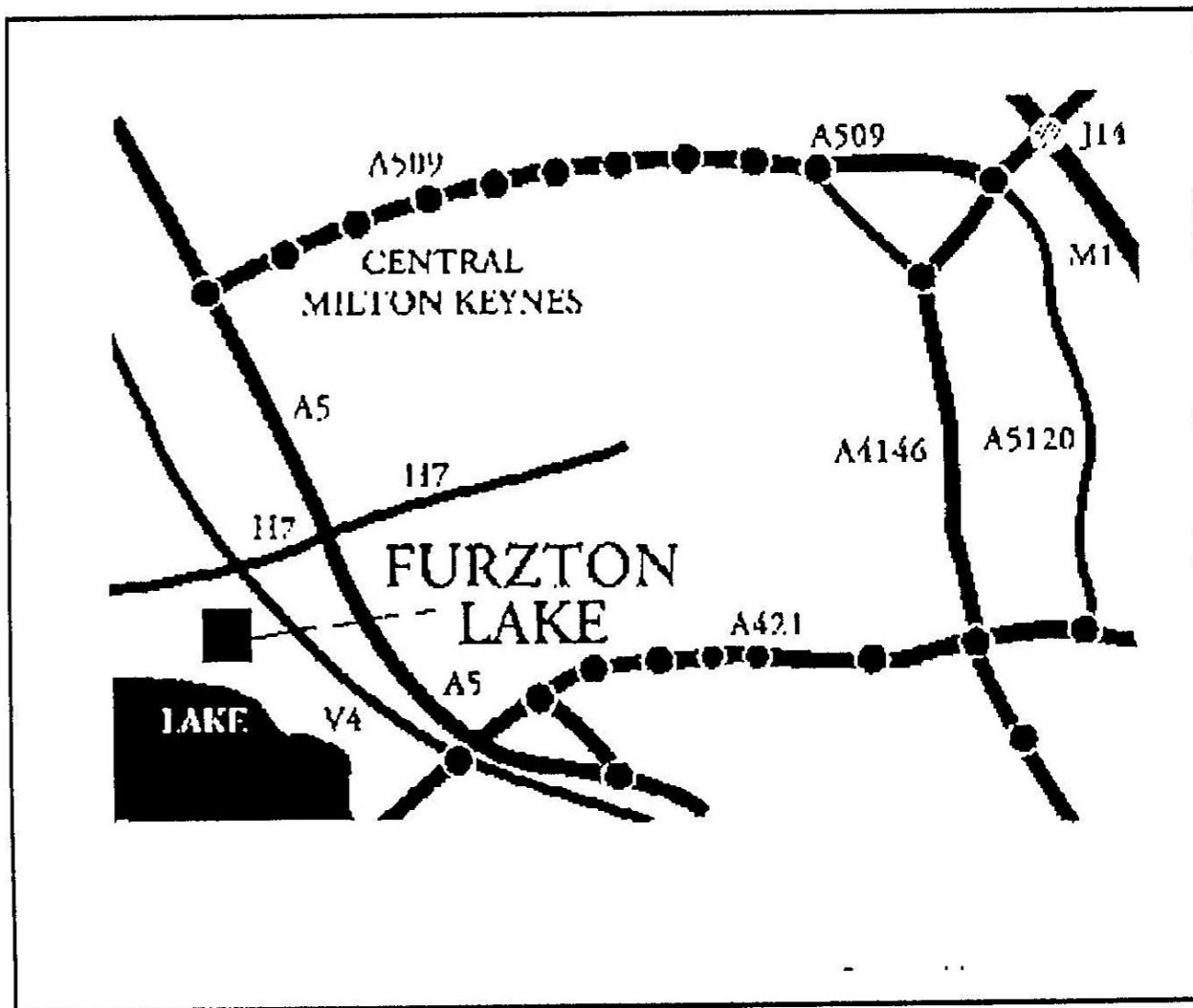
As you enter the park please book in at the Mayflower Rally Control to receive your free

programme of events; your free Certificate of Attendance; your free tea/coffe coupons for the Naffi van; and your Self Judging Slips for the concours awards.

Cake

There will also be a cake to celebrate 25 years of the Triumph Mayflower Club from Sue and Peter Benfield (I can't wait to see it).

Do not forget to make a note of your mileage for the Long Distance Award. If you were lucky enough to receive an award last year please don't forget to bring it with you (suitably engraved for



your year) or return it to me in plenty of time for the rally if you unfortunately can't make it this year, thank you.

We had 19 Mayflowers attending last year, very near our record and a far cry from the early years of the club when we used to get attendancies in single figures. Am I asking too much to see 25 this year for our anniversary, we have so much to see and do I hope not.

Barbeque

Our *Bring 'n' Burn BBQ* is back! Bletchley officials have allowed us the use of one of their half 50 gallon drum type barbeques but please do not bring your own personal ones they will *not* be allowed.

So please bring your food to burn at lunch time. It may be prudent to bring your own cooking utensils (marked with your identity).

The BBQ has proved very popular in the past and it's a great place to converse with other members on whatever subject you like, whether it be the size of his or her sausage or how can I get my Mayflower to do 100 mph (if you have the answer please let me know).

Helpers

Just a few things for me to remind you of. Helpers are always wanted in any capacity: Saturday afternoon for setting up the rally site; Sunday, for showing cars in,

rally control, tea and coffee making, raffle sellers and especially after the rally to help dismantle everything and load up so I can go home as well.

Many hands make light work and the more the better. Please, please volunteer.

We also need raffle prizes or tombola prizes. If you can donate any please do.

For fun and signifying the end of the rally, it has been requested by the Roadster Club that we once again have a Blast From the Past. With all the assembled cars sounding their horns together for 30 seconds at 4.45 pm before setting off for home. Please join in, the noise from 100 plus cars will be significant.

Entry pass

Finally, do not forget your reduced entry pass (page 24) for your windscreens. It works on a Mayflower or a modern plastic model.

Finally, finally, at 0-60 mph in 42.6 seconds you are going nowhere fast in a Mayflower but you will get there in the end. Check the oil and water, tyre pressures and treat her gently and I shall see you there.

PS. My mobile number is 0956 544168 should anyone wish to contact me over the weekend, but please note (especially John Gogay) not during the dinner on Saturday night!!!

Happy Mayflowering

NEW PARTS AVAILABLE

| | | | |
|------------------------------|------------|-----------------------------|----------|
| Piston 3/4 Ring sets | Cords 30/R | Main Bearing sets | 100325/6 |
| Big End Bearing sets | 100461 | Inlet Valve | 100363 |
| Exhaust Valve | 100364 | Valve Spring | 47757 |
| Head Gasket | 200175 | Head Stud | |
| Engine rear plate Gasket | 200097 | Engine front plate Gasket | 200091 |
| Timing Cover Gasket | 200102 | Sump Gasket | 200623 |
| Tappet Cover Gasket | 43669 | Gudgeon Pin Bush | 100798 |
| Crankshaft Bush | 47246 | Starter Jaw | 100348 |
| Front Wheel Brake Cyl, early | 103278 | Rear Wheel Brake Cyl | 200914 |
| Front Wheel Brake Cyl, RH | 201098 | Front Wheel Brake Cyl, LH | 201099 |
| Timing Chain Oil Seal | 100499 | Front Brake Hose | 103840 |
| Timing Chain Tensioner | 42425 | Steering inner column&cam | 500272 |
| Timing Chain | 44101 | Steering Cork Seal | 500273 |
| Core Plug | 102970 | Door Frame Channel, front | 600210 |
| Core Plug | 100373 | Striker Plate | 601021 |
| Spiral Gear | 102337 | Brake Shoes, per wheel | 101824 |
| Idler Bracket | 102201 | Boot Handle, non-lock | 600627 |
| Idler Lever | 103388 | Brake Hose, rear | 59550 |
| Oil Seal | 58224 | Brake Drum | 200191 |
| Shock Absorber | 106152 | Water Pump Bearings | 100764 |
| Clutch Cover Assembly | 500257 | Headlamp Rubber Washer | |
| Release Bearing | 501009 | Radiator Grille, lefthand | 800149 |
| Ignition Coil | 200327 | Fuel Pipe to carb | 200345 |
| Side Lamp | 61834 | Oil Pipe | 101050 |
| Roof Lamp Glass | 600502 | Carburettor Gasket Set | |
| Distributor | 200326 | Fan Belt | 200203 |
| Trafficator | 58029 | Bonnet Handle | 700120 |
| Control Box | 101951 | Interior Door Handle | |
| Roof Lamp | 600500 | Vent Lever | 600182 |
| Speedometer | 200499 | Vent Catch Plate | 600181 |
| Choke Cable | 400019 | Number Plate Lamp | 500492 |
| Starter Cable | 400030 | Windscreen Wiper Switch | 58036 |
| Master Cylinder | 300868 | Bonnet | 900147 |
| Handbrake | | Speedo Cable | 600482 |
| Petrol Pump | 200141 | Track Rod End | 100914 |
| Air Filter Grommet | 101784 | Bottom Trunnion | 101557 |
| Water Pump Seal | 100858 | Top Ball Joint | 200771 |
| Front Wing, inner, LH | 900017 | Lower Wishbone | 200456 |
| Front Shock Absorber | 106151 | Petrol Pump repair kit | BD3/4 |
| Oil Pressure Gauge | 101680 | Petrol Gauge | 102723 |
| Temp Gauge (exch unit) | | Front Exhaust Pipe, m/steel | 300505 |
| Tail Exhaust Pipe, m/steel | 300162 | Silencer Box, m/steel | |

Details from the Spares Secretary

Seat belts

AN UNRESTRAINED back seat passenger will be propelled forward in the event of a frontal collision with such force that they are more likely than not to kill the driver and/or front seat passenger by their weight/moment, not to mention any injuries to themselves. This is exacerbated by the far from solid front seats in a Mayflower.

It is possible to fit two three-point fixing inertia seat belts for back seat passengers and for the sake of an hours work and approximately £80 (dependent on the colour of the webbing etc) you are urged to do so.

The top fixing point is through the rear parcel shelf and the two lower ones are through the floor/

vertical section below the squab of the rear seat.

Once fitted the rear seat squab conceals the lower fixing points and a cunningly placed period item can cover the 'inertia pack' on the rear parcel shelf at shows etc.

The metal you are drilling through and adjacent to must be free from rust/filler, be in excellent condition and adequately sized 'spreading plates' must be employed to take any loading on the fixing points.

If in any doubt you are strongly advised to consult your local automotive engineer or MoT Testing Station.

Once I had completed installing two inertia seat belts in the back of my Mayflower, for the kids, I had my local MoT inspector check them for peace of mind and so as not to fail my next MoT!

Bracket for fitting spot/fog lamps

FOR THOSE of you who would like to fit a period spot lamp or fog lamp to enhance the look of your Mayflower (Peter Benfield's for instance), but who have not done so as you do not want to drill holes in the front bumper or valance, there is a simple and effective way to do so.

It is possible to fashion a suitably sized piece of metal so that it bolts on behind the front overrider by using the same fixing bolt and comes out from behind the overrider between the front bumper and the valance.

This gives the appearance that the spot lamp/fog lamp is sitting on top of the overrider. It requires the removal and refitting of the front bumper a number of times (unless you are lucky first time or very skillful!) until the metal fits into the gap without bending the valance.

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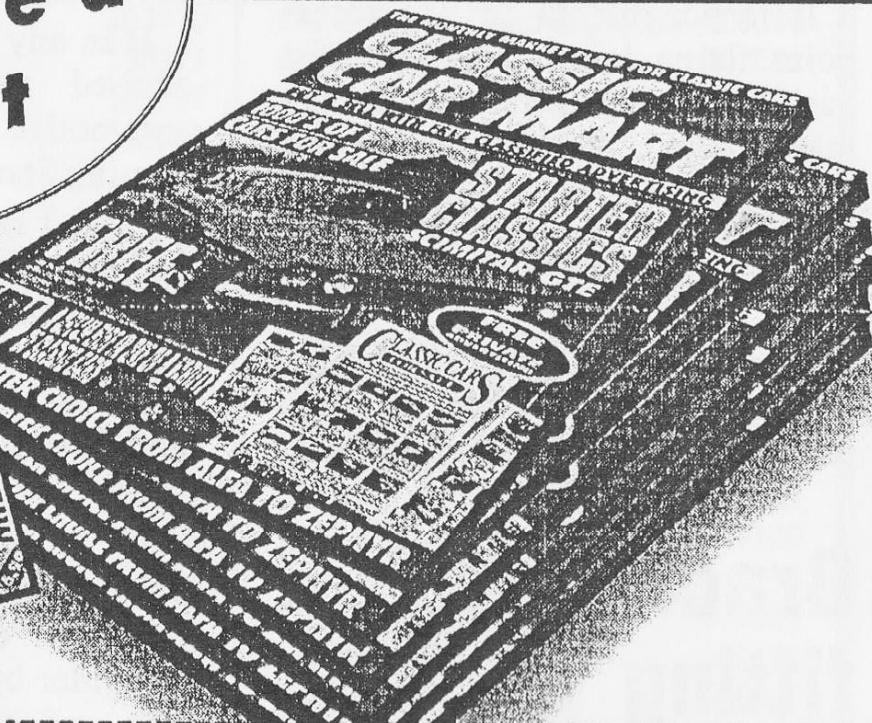
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Stock of secondhand spares

STEPHEN COULMAN has unfortunately lost the list of spares held by the few members who have provided him with details of the

spares held in their own garages etc!!!

He failed to make a backup copy and he (fool) deleted it from his computer.

Can *all* members please send Stephen a list of the spares that they hold so that he can recreate the database and make a backup copy. Without this information members cannot be 'married up' with those selling or needing



"You sold me a carburettor that saves 25% on petrol, an air bleed needle that saves 30% and a miser-master that saves over 50% on petrol. How do I keep the damn tank from overflowing?"

Leaded fuel (UK)

by Steve Coulman

FOLLOWING the FBHVC's success in persuading the Government to approve the 0.5 per cent leaded petrol share of sales permitted under EU legislation, the number of garages stocking the fuel is steadily increasing.

There appear to be two main hold ups in completing a UK wide network: some major fuel companies won't allow their franchisee to stock leaded fuel, while many garages that have agreed to take leaded fuel are finding it difficult to empty their tanks of LRP! (lead replacement petrol).

Bayford Thrust has taken up the lions' share of the leaded permit

allocation and its franchise distributor BWOC.

There are already over 100 sites now selling leaded fuel and it is worthwhile contacting Bayford for availability in your area. Telephone 01937 541111 or visit www.bayfordthrust.co.uk

Caution! I have visited the Bayford website and then drove to a garage some 12 miles away listed as selling leaded fuel to be told they didn't have a clue about leaded fuel and that they didn't have the tank capacity even if they wanted to sell it!

Phone up first! Luckily I have found another garage less than ten miles away.

How are you getting on with LRP and/or the use of additives? What are the overseas members running their Mayflowers on? Write in and share your experiences, good or bad, with your fellow members.

**DON'T FORGET
THE ANNUAL
RALLY**
Sunday 25th June 2000
at Bletchley Park
Milton Keynes
Easy access from M1 (J14)

FLOWER POWER

Page intentionally blank

FLOWER POWER

This is your entry pass for this year's rally. It has been produced on a inside page this year v nothing on the back so that you will not miss anything from your magazine. Just cut it out and s on your windscreen.

Entry Pass

Early Triumph Clubs Rally

Bletchley Park, Milton Keynes.

Sunday 25th June 2000



BLETCHLEY MANSION

Admit one car, driver and one passenger at cost £3.50

Each additional passenger at £3.50.

(Normal rates are £4.50 per adult and £3.50 for Senior Citizens and children over 8. Accompanied children under 8 free.)

Display on windscreen to claim admission.

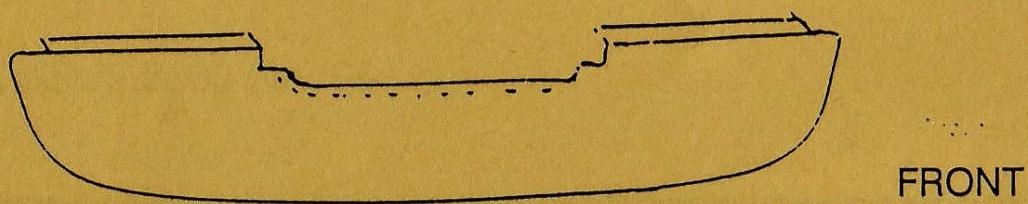
Classic Car Sills

Parts for the Triumph Mayflower

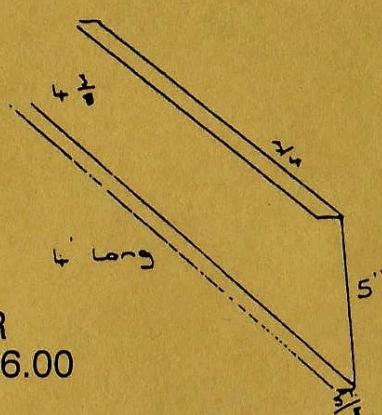


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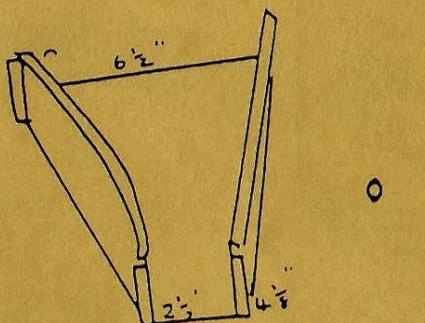
Mayflower
SILL £20.00



FRONT
APRON £45.00

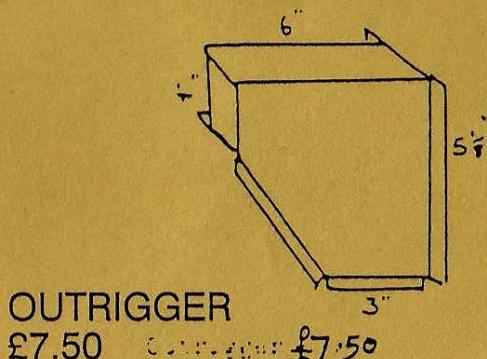


INNER
SILL £6.00

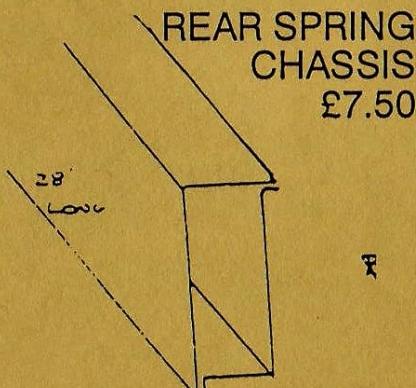


OUTRIGGER
£7.50

Inner sill £6.00



OUTRIGGER
£7.50 REAR SPRING
 CHASSIS
 £7.50



REAR SPRING
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